FALLING OFF IN EARNINGS

Passenger Traffic in 1891 Will Not Come Up to the Business of Last Year.

Review of the Year by a General Passenger Agent-Some Koads Paying Commissions-To Revise the Dead-Head Ticket System.

"The passenger earnings of 1891," said a general passenger agent of one of the most important systems, "will not show up as favorably as did those of 1890 with a majority of the roads. This is no discredit to the passenger men, as they have never worked harder than this year for business, Take any system of roads where there has not been additional mileage to draw from and the revenue of the passenger department will not be as satisfactory as for 1890, but it should be borne in mind that 1890 was with a majority of roads an exceptionally prosperous year. There are cases like that of the Cincinnati, Hamilton & Dayton and the Louisville, New Albany & Chicago, where increased earnings may be shown where it was done at the expense of the Big Four and the Pennsylvania lines; but, taking the business of the three lines, It will not equal that of 1890. Take the group of Southern roads; the first half of the year Florida and Southern business generally was 50 per cent. less than in the preceding year. The transcontinental business this year will fall 10 to 15 per cent, below that of 1890. The Northwestern lines, until June, showed less earnings than in 1890, but have done better the last three months. The east and west-bound business has not been up to the standard. Some few trains, like the Southwestern limited, or Trains 20 and 21 on the Pennsylvania lines, have handled more passengers, but other trains have hauled fewer. The Chicago & Eastern Illinois has shown increased earnings, but this is due largely to its increased suburban business at Chicago. The Chicago & Alton has had its boycott, which certainly was beneficial. In fact, where increased earnings are shown, it is pretty safe to set it down that there has been some shading of rates. It will be noticed that, generally speaking, it is the this year showing the increase earnings. The excursion business was not the success this year that it has former years. Some of the roads in the Niagara Falls business, to induce people to go, lengthened the limit beyond five days and greatly demoralized rates by so doing. In the barvest excurcions one or two roads carried a goodly number, but a majority of the roads did not handle near as many as in 1890. Local business has about held its own, but the close of the year will show that in no direction have the through lines done the bustness in 1891 which they did in the year preceding." The speaker added that passenger men could console themselves with the excellent outlook for business in 1892, everything indicating that it will be much

A Pennsylvania official, last evening, in commenting on that company's business, said that on every division west of Pittsburg, unless it be the Pittsburg, Fort Wayne & Chicago, a considerable decrease in passenger earnings would be shown, but he thought this was, in part, due to com-petitors shading rates and thus getting business from the Pennsylvania.

heavier than in the year now nearing its

Freight Tariff Fight Still On. As might have been expected no definite action was taken at Chicago, yesterday, by managers of the lines in the Central Traffic Association concerning the restoration of the Chicago switching tariff or the discontinuance of the payment of cartage. There was a full attendance at the conference, and at the outset there were some who were sauguine enough to predict that the vote to restore switching charges would be unanimous. This prediction was based upon the supposition that the Chicago & Grand Trunk had found its course unprofitable and was ready to surrender. But these people were not long deceived. Traffic Manager Reeve assured the meeting that the attitude of the Chicago & Grand Trunk was unchanged, and that the Chicago managers need not expect to see the tariff reestablished in the very near future. Although the discussion connearly all day Mr. Reeve could not be induced to recede an inch from this position. It was decided, in the end, that co-operation of the trunk lines would be necessary for final action, and it was agreed to call a meeting of the joint committee, to be held in New York, Tuesday, Dec. 1, for the further consideration of the subject. Although the Chicago & Grand Trunk shows considerable firmness at present, it is not improba-ble that it may soon experience a change of heart. But if so, it will be due to the short-sightedness, not to say ingratitude, of some of the very people who are most benefited by the stand taken by that road. It appears that not a few of these shippers, instead of rewarding the Grand Trunk by giving it their business, selfishly use it as a club to force the other roads to make concessions, and then patronize the other roads. It is just probable that the Grand Trunk may become disgusted with this sort of thing and agree to restore

Passenger Commissions Being Paid. All signs point to an early resumption of the payment of passenger commissions in Eastern territory. Already the Western roads, following the lead of the Burlington, are paying commissions to the agents of the Grand Trunk, the Wabash, the Lake Erie & Western and the Cinciunati, Hamilton & Dayton, and the list is likely to be increased very soon. The Burlington's action was taken under that agreement made with the board of rulings in April last, by which that company got a guaranty that all roads under control of the board should give the Burlington a share of their business, provided the payment of commissions was discontinued. Wherever it is found that the board has been unable to enforce its part of the agreement the Burlington resumes the payment of commissions, and the other Western lines follow suit.

switching charges.

Differential in Grain Rates. At a meeting in St. Paul, Monday, of the traffic managers of the Northwestern lines. a committee composed of one representative of every interested road was appointed for action on the demand of the Minneapolis millers for a differential under Duluth in grain rates. The fight is practically between the Minneapolis millers and the Great Northern road, as it was that road which some time ago equalized the rates to Minneapolis and Duluth. A 50cent differential is demanded for Minneapolls, and, as lake navigation is closed, the concession will, in all probability, be made, The committee is to report a plan of settlement Jan. 1, and will probably hold its meeting in Chicago within ten days.

To Limit Free Passes. A meeting of the managers of the Chicago west-bound lines has been called for Dec. 10, to decide upon a course to be pursued in the issning of passes. The proposition is to enter into an iron-clad agreement to limit free transportation absolutely to persons entitled to it by reason of services rendered in exchange for such accommo-

Personal, Local and General Notes. The city freight depots will be closed tomorrow and no local freights run. President Mayer and other officials of the

Baltimore & Ohio road are this week inspecting their Western lines. S. S. Stiffey has been appointed master mechanic of the Columbus & Hocking Val-

ley road, taking effect Dec. 1. In the week ending Nov. 24 the Belt-road

engines handled 1,882 car-loads of live stock, the largest number handled in any week The Lake Erie & Western road earned, in the third week of November, \$68,528.58;

increase over the corresponding week of

The Western Passenger Association is again threatened with disruption. The Chicago, St. Paul & Kansas City is the disturbing element now.

At one of the larger of the coal mines on

tions were resumed yesterday. The output of this mine is fifteen to twenty carloads per day.

The Indiana Car-service Association will hold its annual meeting Dec. 9. The report of General Manager Bacon will show that the association has handled some 370,000 cars during the year. The Chicago & Alton people say that the reason that their west-bound tonnage is

the full tonnage carried. The Big Four has commenced the erection of a round-house at Bellefontaine, which will cost \$20,000. This is to be made a much more important point on the Big Four lines than it has been in the past. General Passenger Agent Scull, of the Baltimore & Ohio lines, tells a reporter of the Pittsburg Dispatch that with the taking effect of the spring time-table the B. &

O. will run its hmited Chicago trains via Pittsburg. George P. Spriggs, general freight agent of the Nickel-plate road, who was indicted by the federal grand jury, at Chicago, on the charge of naving discriminated freight rates in favor of Swift & Co., yesterday

gave bail in the sum of \$2,500. George T. Jarvis, assistant superintendent on the Lake Erie & Western road, has been given full charge of transportation matters. He is doing excellent service on the road, and is very popular with his assocrate officials and the employes.

The Lake Erie & Western is hauling 125 to 150 car-loads of live stock per week from the Indianapolis yards for the Buffalo market, It turns the business over to the Nickel-plate at Fostoria, and the two roads are boasting of the good time made. The Big Four has already contracted for fifteen thousand tons of steel rails weigh-ing sixty-seven pounds to the yard for de-

livery between Jan. 1 and July 31, 1892. Contracts have also been awarded to furnish the Big Four with 1,200,000 cross ties. The Houston & Texas Central company has standing on its side-tracks forty carloads of lumber delivered to it by the Fort Worth & Denver road, and refuses to move them, on account of the rate established by the Texas State Commissioners, it being too

The business on the extension of the Cincinnati, Wabash & Michigan from Anderson to Rushville is proving disappointing. Were it not that the Elkhart fast-freight line is doing a good business the earnings of this piece of road would not pay operat-

ing expenses. The Pittsburg division of the Order of Railway Telegraphers on Sunday last expelled one of its members who had been infaithful to the railroad company which employed him through being short in his accounts. This association proposes to

have a high standard for membership. Assistant General Passenger Agent Bronson, of the Big Four lines, is much pleased with the increase of passenger business over the Peoria & Eastern, which is under his special charge. Since the better train service has been put on the passenger business has increased fully 100 per cent.

Shippers in Franklin and in Columbus, Ind., have become members of the Indianapolis Freight Bureau Association, and help liberally in its support, so much bene-fit have they derived from it through the changing of classification of their productions and thus effecting reduction in rates. Orders were given yesterday to P. A. Hewitt, auditor, and George S. Russell, treasurer of the Big Four lines, to be in readiness to remove, with their force of clerks, from Cleveland to Cincinnati on Dec. 27. They will occupy the completed portion of the company's new office building at Cincinnati.

Chief Engineer Kittridge has received in-structions to be ready to remove his headquarters from Indianapolis to Cincinnati about the first of the year. It is still un-settled whether Purchasing Agent J. H. Garaghty's headquarters will be removed to Cincinnati, President Ingalls rather favoring leaving him at Indianapolis.

The train-sheets show that on the Pittsburg, Cincinnati & St. Louis division of the Pennsylvania lines, under J. J. Turner as superintendent, 120 trains are handled daily between Columbus and Pittsburg. and not quite half of the distance is double track. Some days as high as 140 trains are handled on this 193 miles of road. Chairman Blanchard says rates east-bound out of Chicago are in bad shape, and has asked the general managers of the reads in the Central Traffic Association to meet not later than Wednesday of next

week to take the matter up. The independent action of the Grand Trunk, as regards switching charges at Chicago, is the chief cause of the disturbance in rates. The freight agents who look after the export business in this territory state that the trunk lines are now short of cars, so great is the demand West for cars to handle the export business. One of them states that all the new steamship lines, as well as the old established ones, have every inch of space taken for several months to come at

much higher rates than have usually been paid for grain carriage. The Southwestern limited came in yesterday three hours late. Walter Cox, who was on the train, states that the storm was so severe on the Lake Shore road that just west of Buffalo their train was at a standstill nearly two hours. The oldest men in service on the Lake Shore road say they never experienced so severe a storm on that road. The wind was so strong, Mr. Cox states, that it rocked the train like a cradle. It is stated that on no division of the Pennsylvania lines west of Pittsburg has there been such an increase of business, proportionately, as on the Richmond division, between Richmond and Logansport. Improvements already completed, and those in progress, in the way of building manufactories, at such points as Elwood, Alexandria, etc., bid fair to make it one of the best divisions in the Southwestern system, A few years ago this division was an elephant on the hands of the Pennsylvania

M. Mounts, who retires from the superintendency of the Peoria & Pekin road on Dec. 1, says he will now probably quit railroading. He is considerably advanced in years and is in possession of a competence. C. E. Schaff, of the Big Four lines, who succeeds him, is a bright young railroad man, and will, on the Peoria & Pekin road, have an opportunity to show what he has in him as a railroad man, as there are but few more difficult railroads to handle than are this eighteen miles, seven different roads operating over it as a connecting

Now that Indianapolis has succeeded in getting the traffic associations to place this Extract of Beef city on the same basis as Chicago in westbound rates, the shippers at Cincinnati and Louisville are demanding that those points be placed on the same basis of Chicago, as heretofore those points have had the same basis as Indianapolis. Every shipper knows that there was no justice in making the same basing rate for Indianapolis, Louisville and Cincinnati. It is believed that Chicago shippers are behind the movement, hoping that the associations will become disgusted and again advance rates from Indianapolis above those from Chicago.

The Big Four people have again entered the field for through live-stock traffic, a field which they abandoned last March as being an unprofitable one. Fast trains are to be put on. Henry Hill has been appointed agent at Cincinnati, C. A. Clapp at St. Louis, and an agent will be appointed today for Indianapolis. At several other points old agents have been offered their old positions. This step on the part of the Big Four is quite a surprise, as rates have not been advanced above those of last spring, when it went out of this business. and a traffic which the Bee-line had been fourteen years building up was allowed to drift to other roads.

A passenger man connected with a road which is a competitor of the Pennsylvania lines for business between Indianapolis and Chicago, remarked that the Pennsylvania Company can hardly expect to do as much business as its competitors unless it furnishes equal accommodations. On its day trains both ways the Monon runs a wellmanaged dining car between Cincinnati, Indianapolis and Chicago, and the Big Four has excellent cafe service on its day trains, while the Pennsylvania furnishes no such accommodations. He thought that it came with ill grace for the latter to charge that one of its competitors got its business by cutting rates, when its accommodations were so much superior.

Valuable Property Sold.

The Indian apolis Brush Electric-light and Power Company has purchased from Adam Scott the old "Scott & Nicholson stone-yard," located on Kentucky avenue, near the old grave-yard. The property embraces about 30,000 square feet of land and the consideration was \$17,000. It is the inthe Indianapolis & Vincennes road opera- tention of the Electric-light Company to Rouses east or city. All orders filled to satisfaction. | aware street. Telephone 1820.

erect a large and commodions power-house, steam-making rooms, etc. Work on the building will not at once be inaugurated, but will only be deferred until the necessary plans can be decided upon.

The Gilmore Concerts at English's To-Dayshowing up so much in excess of other lines The Thanksgiving Attractions. is that their competitors are not reporting

AMUSEMENTS.

The concerts to be given by Gilmore's famous band, at English's this afternoon ane evening, will doubtless attract large audiences, for this fine organization has a well-defined popularity here. The vocal artists with the band are probably the best Mr. Gilmore has ever had. The tenor is Monsieur J. Clodio, who created such a furore in Mapleson's Italian Opera Company, and who also was a member of Patti's company. He has a phenomenal voice and is a finished artist. The soprano and alto are the sisters Schneeloch. They are recent debutantes in New York, where they made a fine impression. The basso is Mr. E. O'Mahony, whose several tours with the band have made him a favorite with the andiences. These are in addition to the famous band, which alone, with its sixteen special soloists, has been sufficient this season to crowd Madison-square Garden, the Manhattanbeach Pavilion and the Exposition Hall, St. Louis, in succession for several months, Mr. Charles Frohman's excellent company, direct from the Madison-square Theater. New York, where they successfully presented the play for four months, will give "Jane" at the Thanksgiving matinee at the Grand to-morrow and during the rest of the week. The piece is a rollicking comedy, which had a run of four hundred nights in London. It will be preceded by the curtain-raiser, "The Better Part." This attraction is one of the best that will be seen here this season. "The Nabobs," a musical comedy which

is credited with being about the best of its class, will be the Thanksgiving attraction at English's, opening with a special matinee to-morrow. The piece is full of fun and music, and the company, including Henshaw and Ten Broeck, is a clever one.

FIREMEN'S RELIEF COMMITTEE

Issues a Statement to the Public Concerning the Division of Funds.

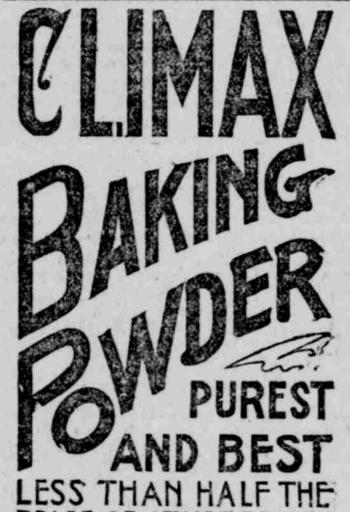
The gentlemen composing the firemen's relief committee yesterday made a statement to the public, owing to the complaints that have been made by some of the firemen who were injured in the Bowen-Merrill fire. It was signed by Mayor Sullivan, George G. Tanner, Col. Eli Lilly, Theodore P. Haughey, John W. Murphy, A. Kiefer, Michael O'Connor and Caleb S.

Denny, and was as follows: The members of the relief committee who had in charge the management and distribution of funds contributed for the relief of the sufferers by the Bowen-Merrill fire desire to make the ollowing statement: We recognize that dissatisfaction has been occasioned among a few interested by the awards made in the final closing of our trust.

It was scarcely possible, in performing a duty of this character, to avoid mistakes. The committee used every care to obtain the best and most reliable information, not only in regard to the present physical condition of the injured firemen, but also have gone carefully into the investigation of their financial condition; also, as to whether married or unmarried; if married how many children, and all other information that could affect the welfare of the men. The awards made have, therefore, been based upon the best information obtainable. Although the greatest care has been exercised, it is, of course, possible that mistakes have been made; but the committee, acting upon its judgment, has done that which has seemed best. The fact that all of the injured firemen are now employed in the fire department of the city at full wages makes it impossible that any sert-ous wrong has been done to any of the men by

reason of errors of the committee. Syrup of Figs, Produced from the laxative and nutritious juice of California figs, combined with the medicinal virtues of plants known to be most beneficial to the human system, acts gently on the kidneys, liver and bowels, effectually cleasing the system, dispelling colds and headaches and curing habitual

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